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The Daily Press.

HONGKONG, JUNE 24TH 1909.

THE upshot of the Postal strike which recently occurred in Paris, and which attracted so much attention at the time, is worthy of study as showing that whatever inconvenience such movements may occasion, they are not altogether of so serious a character as might upon general consideration be imagined. That the whole telegraph system, not merely of France, but of the world, should be put out of gear even for a single day would seem so grave a matter that it can scarcely be imagined that such an event could be allowed to be possible in any civilized country, or that it could occur without results that would be of the most far-reaching character. And yet the event has actually occurred, and in the course of few days the whole matter was at end and things had resumed their normal course. The feeling of most people when the news was first received was that law and order were at an end in France and that the country had fallen entirely into the hands of irresponsible associations, and might before long be in that of the mob. More or less this really seemed to be the state of affairs; and the Head of the Postal Department did not fail so to represent it when speaking in the Assembly. It appeared beyond doubt that there had been errors of administration which gave just cause for discontent to the employees—among them a considerable amount of favouritism in appointments and promotions—but it was forcibly and justly observed that any such shortcomings could not be

considered sufficient ground for the adoption of so extreme a step as combining to disorganize a public service upon which the whole of the commercial and private interests and even the very safety of the country depended. The feeling in the Assembly was so strong that the Government found themselves able to show a firmer front than they had before displayed, and while making it manifest that they were not unwilling to listen to any fair statement of grievances, and to apply such remedies as might be reasonable, they let it be known that they were prepared to act firmly in the public interests and to take such steps as might be necessary for the restoration of order. This being once realized, it became possible to bring the

strikers to reason and the trouble was adjusted in a far shorter time than appeared at first likely; while an attempt on the part of the one of the International Labour Association leaders to foment further disturbance was followed by his prompt arrest. This was so far satisfactory, but it still leaves an uncomfortable feeling that the public services are dangerously in the hands of demagogues, and that there is little security against a recurrence of a similar strike either in France or elsewhere.

At the same time there is, in the history of this matter, some encouragement to those who look with justifiable aversion upon anything in the form of a breach of public order, in one consideration. No doubt the adoption of a firmer attitude by the French Government had its influence in bringing the strike to an end; but there were also other causes of a more permanent and reliable character which tended to this result. There could not fail to be the idea among the strikers that though the Government might (like anyone else when driven into a corner) be inclined to deal leniently so as to get over the immediate difficulty, it would not be very long before the Authorities would have matters again in hand, when in one way and another those who had brought about the disorder and who persisted in maintaining it would, after all, come off second best, and might run the risk of losing their employment altogether. Not only this, but it would very soon become apparent to those who had joined in the movement that the labour associations could not long support them, and that, after all, the weapon they had launched was something of a boomerang and was apt to recoil upon those who had launched it. In most strikes it is found that though the labour associations can get up sufficient enthusiasm to start a strike, it is extremely difficult to keep it going on anything like a large scale after it has been put in force. Exactly the same state of things became apparent in a strike of a much less serious character, but still of the same nature, which was worked up among the employees of the Government Railways in the Colony of Natal. They caused a great deal of trouble for a few days, but gave in when they found the result of holding out longer would be that a number of them would lose their employment altogether. This is a contingency which in one form or another must always face those who are employed by Government either in the Post Office or on Government Railways, and it affords at least some security against capricious and unwarranted striking. This bearing of the subject cannot fail as time goes on to become apparent to the men themselves, who will then find some better means of seeking redress than resorting to measures which may cause a unjustifiable injury or even danger to the public, but are certain in the end to damage the strikers themselves.

The Crown Advocate at Shanghai has informed the judge that he has no intention of taking proceedings against Mr. Marshall, plaintiff in the recent action against Mrs. Nazer.

The s.s. *Derwent*, from Singapore, brought 39 deportees to the Colony yesterday. They are being cared for at the Central Police Station until arrangements are made for their return to China.

Mr. F. A. Hazeland took over the duties of First Police Magistracy yesterday, and presided over the large Court. We understand that the learned magistrate received many congratulatory letters on his promotion.

The cruisers *Taiako* and *Asahi* together with the river gunboat *Uji*, part of the third Japanese squadron, are expected here next month from Shanghai. Arrangements are being made locally for the reception of the visitors.

Major Nathan and Miss Evi Detring were married on June 14 at the British Consulate-General, Tientsin, the witnesses being Mr. Detring and Major Falcon, R.E. The religious ceremony took place next afternoon at 4 o'clock at St. Louis Church. In the evening of June 14 Major Nathan was entertained at a dinner at the Astor House by about fifty of his friends. The band of the French infantry regiment played during the dinner, which was excellently served.

An open window at No. 12, Square Street tempted a thief to enter and appropriate a chopper and some paint. He was arrested while leaving, and at the Magistracy yesterday Mr. F. A. Hazeland sentenced him to three weeks' imprisonment and six hours' stocks.

A reward of \$1,000 is offered for the arrest of a Cantonese named Ng Pok Tong, who is alleged to have embezzled the sum of \$58,000 from the Lee Yuen Tong Co., Honan Road, Shanghai, during the present month. A Shanghai contemporary says the man has a wife in Canton and a brother in Hongkong.

General Joachim Machado and Senhor Cinatti, Commissioners for Portugal to settle with China the delimitation of the Macao boundaries, were received on arrival yesterday by Senhor J. J. Leiria, Consul-General for Portugal and Brazil, in Hongkong, who escorted them ashore to the rooms provided for their accommodation in Glenealy.

THE GOVERNOR AS PLAINTIFF.

In the Supreme Court yesterday the action in which Sir Frederick Lugard claims for the specific performance of a certain contract in connection with land reclaimed was mentioned. Sir Henry Berkeley, K.C., instructed by Mr. Bowley, appeared for His Excellency, and said that as the appeal could not be heard that day their Lordships would perhaps fix another day. The Court fixed Monday as the date of the hearing.

RICKSHAW STRIKE AT MACAO.

On Tuesday afternoon all the public rickshaws disappeared from the streets of Macao as a protest against the refusal of the Leal Senado to reduce the licence fee.

It appears that the men had petitioned the Senado for a reduction of the fee which our correspondent understands is about \$39 a quarter—a very heavy licence fee indeed. At their meeting on Tuesday the Senado decided not to reduce the fee, and the rickshaw pullers thereupon went on strike.

Much inconvenience is consequently caused not only to residents but to passengers arriving by the Hongkong and Canton steamers.

ASSAULT ON A TRAMCAR.

A European youth appeared before Mr. F. A. Hazeland at the Magistracy yesterday on a charge of assaulting a Chinese passenger on a tramcar near the Taikeo Dockyard on June 21st.

Defendant pleaded guilty. He stated that the car was full, all the seats except one being occupied. There were four persons sitting on the one seat, and as defendant wanted to sit down he asked a Chinese passenger to move along. The Chinese pushed him away, and he lost his temper and struck him.

Inspector Collett informed his Worship that the defendant knocked the passenger out of the car while the car was in motion. His Worship (to defendant)—Do you admit that you knocked the passenger out of the car? Defendant—No, your Worship. He fell out. His Worship imposed a fine of \$10, in default, one month's hard labour, and he further ordered the defendant to be bound over in the sum of \$200, personal bond, to keep the peace for one year.

GERMANY IN CHINA.

FORTIFYING KIAOCHAU.

The work of fortifying Kiaochau, says a Berlin dispatch dated the 31st ult., is being carried out very effectively, and Germany has now begun to fortify the Protectors from the land side of the peninsula. Hitherto on the southern and eastern approaches enormous marine defence works have been thrown up in the form of redoubts and coast batteries. On the northern coastline the shallow waters would not allow an enemy's warships to get near the shore, and there the defence works have been only very small. As the Germans hold Kiaochau by a lease, which will not expire until 1997, it is clear that these new fortifications are intended to show other people that Germany means to resist any attack from the land side as well as from the sea. At all events, the work referred to has attracted a great deal of attention in official circles in Peking.

THE 'D. S. WINDELL' FRAUDS.

The two young men, Bernard Robert, a young Dutchman, and Reginald King, a bank clerk, arrested in connection with the daring fraud perpetrated last autumn on the London and South-Western Bank, when the former went round in a taxicab and collected £2,320 by false pretences from eight branches of the bank, were being tried in London when the last mail left. Mr. Muskett, for the prosecution, stated that Robert admitted he was the man who obtained the money in the name of D. S. Windell, and King had confessed to his father that he engineered the frauds. Robert's dramatic confession denied the charge of forgery, and contained the following remarkable passage:—"It was the devilment of the matter, the excitement, the ingenuity, the humour, and the almost impossible success to crown it all, which urged me to attempt the fraud. The very name (D. S. Windell), meaning d—swindle, goes to corroborate this contention." From the moment almost that I had been apparently successful I was sorry for the deed.

LATEST STEAMER MOVEMENTS.

The str. *Sikh* left Singapore on the 19th inst., and is due at this port to-day a.m.
The C.N. Co.'s str. *Taming* left Manila on the 22nd inst., and is due here on 25th inst.
The M.M. str. *Konang* Si from Europe and ports of call, left Singapore on Monday the 21st inst. at 4 p.m., and is due here on the 23rd inst.
The C.P.R. str. *Empress of Japan* left Yokohama at noon on the 22nd inst. for Victoria and Vancouver.
The I.G.M. str. *Lutetia* which left here on Friday, the 18th inst., at 10 a.m., arrived at Singapore on Tuesday, the 22nd inst., at 2 p.m.

TELEGRAMS.

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REPORTED OBSTRUCTION OF JAPANESE.

TOKYO, June 23rd.

The Foreign Office has received a report from the Japanese Consul at Hankow relating to the obstruction of Japanese trading in the interior, due, it is alleged, to the unwarrantable interference of the German Consul at Hankow on behalf of his nationals.

[REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS."]

A SPANISH PRINCESS.

LONDON, June 23rd.

Her Majesty the Queen of Spain has given birth to a daughter.

GERMAN FINANCIAL MEASURES.

DEATH DUTIES BILL AGAIN DEFEATED.

LONDON, June 23rd.

The Finance Committee of the Reichstag have again rejected the modified Death Duties Bill, forming part of the Government's modified taxation proposals.

The Conservatives, Clericals and Poles are united in their opposition to the measure, and the position of Prince Buelow is an extremely difficult one.

AMERICA AND CHINA RAILWAY LOANS.

LONDON, June 23rd.

Reuter's Agency learns that the American Government has intimated that provided American interests are safeguarded it will waive the protest to Peking.

It is understood that the American Government has been informed that so far as the British group is concerned there is no objection to American participation.

LORD CREWE AND THE OPIUM CONFERENCE.

LONDON, June 23rd.

Lord Crewe, Secretary of State for the Colonies, presided at the Corona Club dinner, at which there was a remarkable gathering of Governors, ex-Governors and Colonial officials.

Lord Crewe in proposing a toast to the progress of the Crown Colonies referred to the International Conference at Shanghai on the Opium Question and said the Commission had shown the world how difficult the subject was. He thanked Sir Cecil Clementi Smith for the work accomplished in dealing with the Report from the Straits Settlements.

THE FRENCH NAVY.

ASTOUNDING REVELATIONS.

LONDON, June 23rd.

The French Parliamentary Committee of Inquiry into the state of the navy reveals astounding extravagance, negligence and confusion.

Though 120 millions sterling have been spent in a decade, the French Navy has sunk below the German on which less has been spent. Armaments for new battleships were not ready years after the ships had been completed, and the existing guns are so defective that firing practice has been abandoned in the Mediterranean. Huge stocks of condemned shells are still being manufactured.

There is not a single graving dock which can accommodate the new battleships, the credits which had been voted for new docks having been spent elsewhere, chiefly on the Colonies.

A FEROCIOUS DOG.

AND A NAUGHTY BOY.

The hearing of the summons against Mr. J. Lambert, of No. 41 Ormsby Villas, Kowloon, for suffering to be at large an unmuzzled ferocious dog which attacked and bit a Chinese youth, was continued.

Pau Sang, a small boy, told the Court that he lived about six houses distant from the defendant. At 4.30 p.m. on the 11th instant he was bitten by a dog (which defendant admitted was his). The dog bit him on the thigh, and he knew it bit another boy a few weeks ago.

On the dog being introduced, his Worship remarked that it did not look very ferocious.

His Worship (to defendant)—Your suggestion is that this boy tormented the dog?—Yes.

Defendant then questioned the witness:—

You are living with the Rasmussen family, are you not?—Yes.

Have you never thrown stones at the dog?—Never.

Do you remember your master's dog running after a boy, and you never attempted to call it back?—I called the dog back, but the boy teased it.

His Worship (to defendant)—Do you suggest that the boy is frequently throwing stones at your dog?—Yes, and the day after the last hearing he threw stones into my house at my wife.

Witness denied this.

Constable Pepper deposited to being on duty on the Kowloon Road on the evening of May 16th, as he was passing Ormsby Villas a dog rushed out of No. 4 and flew at him. Witness struck the animal off with his left hand.

His Worship—Was this absolutely unprovoked?—

Witness—Yes. Proceeding, witness stated that when the dog flew at him a second time he struck him off with a truncheon. The dog was in better condition at that time.

Witness was questioned by the defendant:—

Since the summons was taken out you called at my house with another constable, didn't you?—Yes.

Why?—To see whether it was the same dog.

Defendant thought the constable should have known it was the same dog, seeing that it belonged to him. Give a dog a bad name, he continued, and it hangs to it. He wished to know why the address of the complainant was not mentioned in the summons.

His Worship—That is probably a fault of the office.

Defendant—They were able to mention No. 4, Ormsby Villas, and the complainant's house is only two doors off. I cannot quite understand that.

On the clerk who drafted the summons being called, he explained that the woman who called at the office did not know the name of the street.

Defendant—Then how did they get my address?—

Inspector Langley—I gave it to them.

Defendant—My opinion is that it was purposely missed out.

His Worship—No. The clerk asked her where she lived, and she said she did not know the name of the terrace. The evidence the constable has given against you is rather damaging. I thought you were going to call evidence to prove that the constable annoyed the dog.

Defendant—I am going to call a lady to prove that the constable made an unwarrantable attack on the dog.

This closed the case for the prosecution.

Mrs. E. Akehurst, for the defence, told the Court that when standing at her front doorstep she saw the last witness going towards Mr. Lambert's house. When he got opposite the gate a dog began to bark. Then she saw the constable draw his baton, step inside the gate, and give the dog one blow. The dog howled most pitifully.

His Worship—In his evidence the constable said the dog flew at him.

Witness—I did not see it fly at him, and I thought it was a very cruel thing he had done. Continuing, witness said that after the constable had walked away he returned and took the number of the defendant's house.

In reply to the defendant, witness said the complainant was a very naughty little boy. He used to go into her garden and pull up vegetables, and she had seen him throw stones at Mr. Lambert's stable.

His Worship—From this lady's evidence it is clear that the boy has been naughty.

Inspector Langley—Yes, and it is confirmed by inquiries I have made.

His Worship said he was satisfied that the dog was a ferocious animal, but he did not propose to give the boy any compensation.

Inspector Langley thought that Mr. Lambert was willing to destroy the dog.

Defendant—Simply on account of his having the mange.

His Worship—I think if you will consent to the dog being destroyed I will dismiss the summons.

Mr. Lambert consented, remarking that the only objection he had was to giving a thoroughly bad boy compensation.

His Worship—Certainly, you were quite right. I am perfectly satisfied that the dog flew at the child because he was tormenting it. I will order the summons to be dismissed on your undertaking to hand the dog over to the police. The boy was then called before the Court, and his Worship told him he was quite satisfied that he was a very naughty boy, who threw stones and beat the dog with sticks, and stole cabbages and lettuces. He advised the boy's mother to look after him better in future.

JAPANESE POLICY IN MANCHURIA.

MR. CHIROL'S TELEGRAM.

Tokyo, May 30. In conjunction with your Peking Correspondent, who joined me here last week, I have been engaged in discussing exhaustively with Japanese Ministers the questions at issue between China and Japan. Only the question of the Fa-kuen Railway involves indirectly British interests; but, in view of the terms and purpose of her alliance with Japan, Great Britain could not remain indifferent to any controversy likely to affect Chinese and Japanese relations. The best friends of Japan would have been slightly disappointed had she displayed the uncompromising attitude imputed to her by the Chinese; and very full and authoritative information has been placed at my disposal to correct misapprehensions upon the subject.

I must reserve a more detailed statement for the post; but the rejection of arbitration as proposed by China has provoked so much adverse criticism abroad that it seems important to set forth certain facts hitherto inadequately apprehended. It must be remembered that the course of the recent negotiations has been treated here hitherto as confidential at the request of the Chinese Government, just as the Peking Protocol of December, 1905, was made secret out of deference to Chinese wishes. But, just as out of consideration for the British alliance and for the large British interests in the adjacent Chinese railway system Japan deemed it her duty to communicate to the British Government the clause inserted in the Protocol restricting railway competition for the protection of her South Manchurian line, so she now deems it her duty to explain her subsequent action.

HISTORY OF THE DISPUTE.

When in the summer of 1907 the Japanese learned that China was engaged in negotiations with British firms for the construction of the Fa-kuen Railway, they hastened to remind the Chinese of the stipulations which from the beginning had been specially intended to prevent the construction of that particular line, than which none, in their opinion, would more injure the South Manchurian Railway, especially if it were subsequently extended northwards so as to divert the traffic of Northern Manchuria from it even reached the Japanese railway. China disregarded the warning and signed the contract. The Japanese then formally protested, and a desultory correspondence ensued, the Chinese denying the competitive character of the line and finally requesting a definition of the area which Japan regarded as competitive. On the question of the competitive character of the proposed line opinions altogether differ; but the Japanese claim the benefit of the doubt for their own contention, and in respect of the question of area affirm that such case must be judged on its own merits, as the question is never purely one of mileage.

JAPANESE MODERATION.

China might, perhaps, be justified in demurring to the vagueness of these replies, had the attitude of Japan remained otherwise uncompromising. But after the abortive conference last year Japan decided upon the following important step, which seemed to offer a fresh starting point. In February last she communicated formally to Peking two alternative proposals, one that the Chinese should build a railway from Fa-kuen to the South Manchurian Railway instead of to Hsin-min-tan, or that the Japanese should build a railway from the South Manchurian line to Fa-kuen and thence to the North, in which case Japan would withdraw her objection to the Fa-kuen-Hsin-min-tan railway, provided that China undertook not to extend the line beyond Fa-kuen without a previous agreement with Japan.

THE ARBITRATION QUESTION.

Even if China were not disposed to accept either of these alternatives offered, they were surely conceived in a sufficiently conciliatory spirit to afford a basis for friendly discussion, especially as Japan offered at the same time to waive her claim, advanced on behalf of Korea, for the readjustment of the boundary of Chientao, provided that all other questions, including that of jurisdiction over Korean settlers in Chientao, were adjusted to her satisfaction. The Chinese had repeatedly intimated that the territorial question of Chientao was one to which they attached the chief importance. Nevertheless, China rejected all these overtures without further discussion, and, as is known, proceeded to propose the arbitration of all pending questions.

The Japanese believe that, had China disclosed this phase of the negotiations before announcing to the world her desire for arbitration, public opinion in England would have recognized that these questions have not reached the stage when the Hague Tribunal can properly be invoked, and that their refusal of arbitration was therefore legitimate. Japan is nevertheless prepared to resume direct negotiations with Peking with the sincerest desire for a reasonable settlement; but she expects the Chinese to remember that, without the intervention of Japanese arms, Manchuria would have been altogether and irrevocably lost to them.

THE ANGO-JAPANESE ALLIANCE.

Nothing seems to me more hopeful for the usefulness and permanency of the Anglo-Japanese Alliance than the anxiety which I have found here to remove all misconceptions concerning the moderation and loyalty of Japanese policy. Never during previous visits have I received more abundant proof of the value attached to British friendship, and of the universal belief in the necessity of maintaining the alliance between the two countries.

I received the highest possible confirmation of these sentiments in an audience which His Majesty the Emperor graciously accorded yesterday to me and to my Peking colleague.

Reuter's telegram giving the gist of the Times comment on this telegram said that it "cannot be read with sincere pleasure by all friends of Japan and of our alliance with her." What the Times said was exactly the reverse. It said that the telegram "cannot fail to be read with sincere pleasure," etc. The Times concludes its comment as follows:—

There can be little doubt that of the objects pursued by China in her handling of Manchurian questions has been, and is, to create friction between Japan and other Powers. By giving the contract for the Fa-kuen Railway to a British firm, after they had been attached to British friendship, and the construction of the line as a condition of the Protocol of 1905, Chinese statesmen, there can be little doubt, hoped to enthrall us with our allies. In this they have been disappointed. Our alliance and our friendship with Japan are based too firmly on the interests of both countries to be seriously affected by such transparent manoeuvres.

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THE ALLEGATIONS AGAINST A SOLICITOR.

(Continued from page 9).

Do you know that this letter could not be put in as evidence by Mr. Hastings himself?—That is so.

How, therefore, could it assist him in his scheme for getting rid of you?—He mentioned in his affidavit that he had written this letter.

How could it assist him in his scheme for getting rid of you?—That is a point of law which I am not prepared to discuss.

It is not a point of law. How could it assist him in his scheme for getting rid of you?—That is a point of law which I am not prepared to discuss.

The Chief Justice—He has answered that it was referred to in Mr. Hastings' affidavit.

Until you received this letter of the 31st March from Mr. Hastings had you done anything at all in this matter?—I put down in writing what took place at the interview I had with Mr. Hastings.

Did you take any other steps?—I saw Mr. Hung.

When did you see him?—I tried to get hold of him on the 28th March and succeeded on the 31st March.

Had you seen Mr. Harston at this time?—No. Can you suggest any reason why Mr. Hastings should write this letter to you?—He wanted to get rid of me.

It was part of the scheme?—It was.

Do you remember at what time you received this letter?—It was brought to me just about a quarter to five.

And later you saw Mr. Hung?—Yes at my house.

When did you see Mr. Harston?—Next morning.

Is Mr. Hung in the colony at present?—Your clients communicated with him last. I don't know. One of your witnesses says he is in Canton.

Are you calling him as a witness?—I am not. Don't you think he would be a valuable witness for you?—Don't you think he would be essential on your behalf?

Will you answer the question?—Don't you think he would be a useful witness on your part?—I think he would be a most valuable witness on my behalf if he repeated in court the statement which he made to me in presence of Mr. Geddes and Mr. Harston.

Why did you not get him to make an affidavit?—He declined to make an affidavit.

You had interviews with him on several occasions and he declined to make an affidavit?—Yes.

I take it when you went to Mr. Harston that you thought it of considerable importance that you should clear your character of these charges?—Yes.

That was one of the objects with which you went to Mr. Harston?—Yes, and to prevent myself from being driven out of the colony by Mr. Hastings.

In the letter written on your behalf by Messrs. Evers and Harston to Mr. Hastings referring to certain substantial rights of yours, do you agree with Mr. Harston that you have substantial rights?—Certainly.

I put it to you that you were prepared to forego these substantial rights if Mr. Hastings allowed you to practise in Hongkong?—I was prepared to forego my rights to a partnership and my rights to a holiday if allowed to practise.

You were prepared to enter into an agreement with a man who had charged you with appropriating money?—At that time.

You were prepared to enter into an agreement with him?—Yes, because at that time I did not care what Mr. Hastings said so long as he did not make it public.

At that time you were not prepared to take any steps to clear your name?—I am not a rich man.

Is that so?—Take my answer. I am not a rich man and could not afford to engage in heavy litigation with Mr. Hastings, at that time I did not consider that there was sufficient publicity to do me any harm. That is my answer. It was only known to two persons, Mr. Hastings said he had spoken only to Mr. Wilkinson and Mr. May.

Were these two firms with which you would come into contact if you commenced business in Hongkong?—Yes. I did not consider the charge would do me much harm and I could not afford to engage in heavy litigation to clear my character.

When you received the letter of 31st March why didn't you at once deny the charges?—I saw Mr. Harston next day. There was no delay on my part.

Why did you want to see Hung first?—Because I wanted to know what had taken place between Hung and Mr. Hastings told me that Hung had admitted everything.

After Mr. Harston wrote the letter of 2nd April you had another interview with Mr. Hastings?—Yes.

Did Mr. Hastings say to you—What do you mean by admitting this thing to me and then going to a firm of solicitors and instructing them to deny it?—No, he said, "Well, Dixon, so you have decided to fight me."

That statement then is not true?—It is false. Did you say "I must deny it or I shall go under altogether"?—No.

It is also false?—It is.

Did he say to you with having made an admission at the first interview?—No. Your have already admitted taking off money and no one will believe your word against mine.

That I put to you is a pure invention on the part of Mr. Hastings?—Yes.

At that second interview, I think you agree with Mr. Hastings that he said—Why don't you go to Canada? If I were a young man down on my luck I should go to Canada?—I don't think we are agreed.

What did that convey to your mind?—These words.

Yes?—That he desired me to go away and he suggested Canada.

If you did not make an admission at the first interview why should he suggest that you should go to Canada?—Because in the interval between the first interview and the second he seemed to think that I had made an admission at the first.

There was no one present at that interview except Mr. Hastings and yourself?—No.

What, therefore, was the use of his talking to you with an admission you never made?—I don't know.

You admit it would have been important had there been a third person present?—It would have been more important than if there had been only two present.

Do you suggest any reason why he should talk to you with there being no third party present?—No.

I believe it was in March, 1907, that the Kwong Hing Cheong firm consulted you about their action against Reuter, Brockmann & Co?—About then.

By the 27th January, 1908, you had been working for that firm for about nine months?—There had not been much done. The proceedings were not closed.

You had the sole conduct of the case?—Yes. Do you deny that Wong Hing Tung made you any loan or gave you any presents?—Absolutely.

Witness was then questioned as to the several amounts alleged to have been received by him and gave a denial in each instance.

Can you suggest any reason why Wong Hing Tung should come here and perjure himself?—Yes.

What?—The fact that he considers the costs too high and that Mr. Hastings has in hand \$300 due to the Kwong Hing Cheong, and that if he assists Mr. Hastings Mr. Hastings will probably do something for him.

Witness then denied other charges of having received sums of money from Wong Hing Tung. With regard to the \$300 alleged to have been paid by Wong for costs on the 23rd July, there was no necessity for such at that time, as judgment had been given for them and they expected costs.

Witness was then questioned on the account for costs amounting to \$11,575 and gave reasons for the various sums set down. With regard to the \$4,500 costs in connection with the Reuter, Brockmann case he had drawn that amount which was lodged in court as security for costs because he was as certain as a solicitor could be that they would be awarded costs.

He remembered when Wong Hing Tung came for the first account. He would not accept a date in December, as his impression was that it was in September. Probably he saw Wong on the day stated. He could not be certain. He did not remember giving instructions to Kent to prepare an account. He was prepared to say that Kent was wrong when he said witness ordered him to supply a copy of the ledger. All that Wong got on paper was a copy of the ledger. It was fully explained to him by witness.

Accountant and it was misleading, but witness did not keep the ledger. Probably he was not to account before it was given to Wong.

He did not explain the account but the position to Wong, and justified his request for additional substantial costs. He did not know that he was the account before Wong got it. He saw it afterwards.

He did not have a proper account made out, as Wong was satisfied with the explanations given. Witness remembered Wong saying that the account showed he was \$2,000 short, and on looking at the account he saw how that was. He did not admit blame for that misleading account being given to Wong. It was not given so that Wong would not be able to see that he had not been credited with the \$500 paid for costs on 23rd July, there was a lot of items which did not appear in that account.

Witness did not think it necessary to give another account, because Wong was satisfied with the explanation given. Witness agreed that there was no account given to him until April to show that he had not been credited with the \$500. Witness remembered Wong coming to the office in the middle of April. He was supplied with an account. It was not true that he offered \$10,800 to close the whole affair. If witness had done so Wong would probably have jumped at the offer. He remembered when Wan Hing came to see him in January. He was brought into his room by Tam. It was possible Wan asked him to quote a lump sum for costs. He took \$30 from Wan on account of costs. That meant there might possibly be more to come. Witness was credited \$50 was not agreed upon, because he would have entered it as an agreed sum in his diary. He was no party to any arrangement that \$50 should be paid for the first day. When Wan Hing and Tam said so they were not telling the truth. Wan was probably got at, as the lower Chinese were easily got at by Tam in the interests of Mr. Hastings. He thought it was false that the police introduced Wan to Mr. Hastings. He suggested that Tam had seen him previously.

Have you not subpoenaed Inspector Hanson?—I don't think so.

You say this story of coming to your office on 14th January and paying you \$20 is absolute fiction?—Yes, absolutely false.

You have given us certain items of accounts this morning amounting in all to \$325?—Yes. They amount merely to a bare substance?—Yes. There is the club.

It is for the bare necessities?—Very well. Is this an estimate for two persons? It is.

You don't suggest for a moment that it is a complete account of your monthly expenses?—No.

There is no item paid down for clothes?—My clothes are sent out from home, except linen clothes.

Do you provide the European woman with clothes?—Witness: My Lord, is it necessary to go into all these details?

Mr. Potter: They have been gone into. Witness: It is a idle issue.

The Judge: You have brought up the matter yourself.

Mr. Potter: There is no item for clothes?—No.

Do you supply the European woman with clothes?—Yes.

No item down for that?—No.

Do you pay this woman anything?—I give her what I am able. What she requires.

There is no item for that?—No.

Do you keep wines and spirits in your house?—A little, yes.

There is no item for that?—There is.

Which?—The Mutual Store.

Do you suggest \$19 a month covers groceries and wines?—You should refer to the cook's account as well.

I am asking about wines and spirits. Does \$19 cover that?—You have got the receipts there.

Have you any champagne in your house?—No. Is it an article no allowance for fighting or washing or other incidents of that kind?—No.

You have not looked at the accounts.

I am going by the accounts which you have given us this morning?—Have you referred to the cook's book?—No.

Does the cook do the washing?—No, the cook does not do the washing.

There is \$69 down in the cook's book. What do you suggest that covers?—No answer.

Will you show me any item for washing and lighting?—I have an answer. As to the lighting you will see there are charges for kerosene.

As a matter of fact don't you get your washing done at the Steam Laundry?—Only a few dollars. Only about a dollar or two a month.

Now, Mr. Dixon, I just want to put this question. Do you allege that the amount you made out this morning and other expenses can be met out of your salary?—Yes.

\$420 a month covers everything?—I don't say that.

I ask you if you can meet these expenses out of your salary?—I have other sources of income. Out of your salary?—It does not matter. I have mentioned one source of income from Messrs. Hastings and Hastings.

Did you send that woman on a holiday last year?—She went away.

Wasn't it to America?—Yes.

You paid the expenses?—Some of them.

MR. CALVERT RE-EXAMINES.

Re-examined by Mr. Calvert—When he said that he was not on friendly terms with Mr. Hastings since his return he would explain it by saying that he did not go to Mr. Hastings' house as before, and that Mr. Hastings was raised in March, 1905, he did not get more dollars than when he arrived in the colony. After Mr. Davidson came to the firm in October, 1907, he did summary Court, police court, bankruptcy and chamber work which Mr. Hastings had formerly entrusted to him, as Mr. Hastings cared more for work in the office.

You suggest in the first case that Mr. Hastings was misled as to the charges against himself?—Yes.

You don't know what Mr. John Hastings will do at the end of the year?—Oh, no, it is all hearsay. He did not tell me when he thought of going.

You don't know whether he intends to remain as a partner or not?—I have no idea.

From March, 1905, till March, 1906, you and Mr. George Hastings managed the business?—Yes, and it was the busiest year we have had; probably the busiest in the history of every legal firm in the colony.

The hearing was adjourned.

HONGKONG CRICKETERS AT TOKYO

The cricket match played at Tokyo on the 12th inst. resulted in a win for the visitors. The scores were:—

TOKYO.

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PLAGUE RATS IN LONDON.

HOW AN OUTBREAK IN THIS DOCK WAS CHECKED.

The story of how the rat was watched for the prevention or suppression of plague is told by Dr. Herbert Williams, M.D., the medical officer of health for the Port of London, in his report for 1902.

During the year 1902, 61,521 rats were killed in the docks, and a total of 555,944 in the years 1901-8.

Last August decomposing bodies of rats were found in a basement in the North Quay of the West India Docks by the inspector in charge. Dr. Williams visited the spot, selected the least decomposed rodent, and sent it to Professor Klein, of St. Bartholomew's Hospital.

With the lung juice of this rat Professor Klein inoculated a guinea-pig and a mouse. The guinea-pig developed symptoms of plague and was killed. The mouse was reported to be "disturbedly ill." The verdict was that the rat had died of plague.

Then the medical officer stated the facts to the managers of the London and India Docks Company. A search party hunted twice a day through every basement and warehouse on the North Quay. Any dead rats were taken up with tongs and placed in a bucket of disinfecting solution, and finally burnt in a furnace.

The search was through an area nine hundred yards long, practically in the basements, the floors of which were honeycombed with rat-holes. The bodies of dead rats were examined before being burned, and several showed signs of plague.

The mortality from plague ended about September 25. The Court of Common Council sanctioned the purchase of an apparatus for the fumigation of ships, with a view to the destruction of rats. This will be carried on a barge and several wharves require it.

Only one of the persons in contact with the infected rats showed any symptoms of plague. The medical officer adds that the above plague was the first among rats in the Port of London to his knowledge.

SHAREBROKER OR JOBBER?

In course of the hearing of the action by Mr. F. L. Marshall, sharebroker of Shanghai, against Mrs. Nazer claiming for the specific performance of a contract to deliver 50 Langkat shares on the 28th June, Mr. C. W. Urs, of Messrs. J. P. Bisset and Co., was examined and we make the following excerpt from the report of his evidence:

Mr. Wilkinson—From the evidence of Mr. Anderson I gathered he considered it impossible to conduct share business here without the sharebroker being a jobber and occasionally having to hold shares for himself and on his own responsibility. That is in a very great measure true. A principal comes to me and asks me to buy 50 Docks for delivery in September. He gives me a limit of £15. 85, and I go into the market and find it very strong indeed. £15. 85 perhaps. Without first getting his permission to exceed his limit, but on my own responsibility I take 100 shares at £15. 85. Possibly I tell him that I have not been able to buy at £15. 85, but have bought them at my own price. He says he will not buy at more than £15. 85 and then I hurry round to the Stock Exchange and sell them. That is not what I call jobbing strictly.

His Lordship—No, certainly not. You can sell to a broker when at arm's length, and you can tell a member of the public that they are your shares.

Mr. Wilkinson—Do you yourself in conducting business find it necessary to buy and sell shares on your own account as disclosed in the books of Mr. Marshall?—I do not quite follow that.

Mr. Wilkinson—Do you job shares yourself?—Absolutely not.

Mr. Wilkinson—And you find it possible to make a living here without doing so?—Yes. But that is just the great point as to what jobbing means.

His Lordship—The question is whether this particular method of operating is going to be made a cloak for deceit or not. If there is no deceit about it, and if you buy and sell your own shares, and if you are selling to a broker or to a member of the public, you are selling to somebody who does not exist.

SHANGHAI TRADE.

Messrs. Ibbert and Co.'s Pisco Goods Market Report says:—

There has been an improvement noticeable in our market during the week, the beneficial rains which have fallen having put a little heart into buyers for several important outlets, so that altogether a fair volume of sales and business have taken place. Clearances also, which have been fair, will probably be brisker when the weather clears and admits of the freer movement of cargo.

The rapid upward movement of American Cotton has enhanced goods in producing centres to a level which prevents this market from becoming a purchaser for the time being, although the rise in prices quoted is for the main part far from commensurate with the advance in that of cotton since the early part of the spring, and must be upon a very unremunerative scale from the point of view of manufacturers, whose chief difficulty at present appears to be to get work enough to keep going. Whether American cotton can be maintained at its present high level when the influence of the new crop begins to be felt on the market, is a problem that can only be answered by the question as to whether the "out of sight" cotton of the last crop is consumed or only held "out of sight" for speculative reasons.

The improved agricultural prospects have stimulated the yarn market, Bombay

SHIPPING.

ARRIVALS.

ANAYE, British str., 6,000, O. Jones, R.M.S., 23rd June—Bombay and Singapore 19th June, Mails and General—P. & O. S. N. Co.
CHENAN, British str., 1,349, J. H. Brown, 23rd June—Shanghai 20th June, General—Butterfield & Swire.
HAITAN, British str., 1,183, J. S. Roach, 23rd June—Swatow 22nd June, General—Douglas, Lafrank & Co.
HONGKONG, British str., 1,359, Jas. M. Hay, 22nd June—Java 14th June, Sugar—Jardine, Matheson & Co.
LOONGHANG, British str., 1,093, Picknell, 23rd June—Manila via Amoy 18th June, General—Jardine, Matheson & Co.
TANGO MARU, Japanese str., 4,627, S. Ishikawa, 22nd June—Seattle and Shanghai 19th June, General Nippon Yusen Kaisha.
TIPANAN, Dutch str., 2,444, A. Pantier, 23rd June—Billion 15th June, General—Java-China Japan Line.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
23rd June.
Dunrobert, British str., for Nagasaki.
Empire, British str., for Australian Ports.
Germania, German str., for Chinkiang.
Hainan, British str., for Swatow.
Hongkong, French str., for Hainan.
Johanna, German str., for Kaituma.
Sodor Maru, Japanese str., for Swatow.
Tiguanan, Dutch str., for Singapore.
Zungshing, British str., for Shanghai.

DEPARTURES.

23rd June.
KUTSANG, British str., for Singapore.
MATHILDE, Ger. str., for Swatow.
PATRAN, British str., for Singapore.
SADO MARU, Jap. str., for Singapore.
SEGOVIA, Ger. str., for Dalay.
TEAN, British str., for Manila.

SHIPPING REPORT.

The British str. Hainan reports: Fresh Southern breezes, moderate sea and heavy rain squalls.

VESSELS IN DOCK.

June 23rd.
ABERDEEN DOCK.—
KOWLOON DOCK.—Houan, Lohin, Glenlogie, Argus, J. Diederichsen, Korea.
COSMOPOLITAN DOCK.—Nanantia.

TAIKOO DOCK.—Mulle Leaf, Anhui, Kuei-gang.

VESSELS ON THE BERTH

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Tsimsh, Port Darwin and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EMPIRE."
Captain Helms, will be despatched as above TO-DAY, 24th inst., at 10 A.M.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamer of the Company have electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co., Agents.
Hongkong, 23rd June, 1909. [820]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID. (Taking Cargo at through rates to the BRASSIS to RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).
The Company's Steamship

"E. PRANZ FERDINAND"
Captain E. Nitsche, will be despatched as above on SATURDAY, 26th inst., P.M.

This Steamer has splendid accommodation for passengers, electric light and carries a doctor and stewardess.
For information as to Passage and Freight, apply to
SANDEE, WIELER & Co., Agents.
Princes Buildings.
Hongkong 18th June, 1909. [3]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DEVANHA,"
Captain W. Hayward, R.M.S., carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 26th June, at NOON, taking passengers and cargo for the above ports in connection with the Company's s.s. "CHINA," 8,000 tons, from Colombo, passengers accommodation in which vessel is secured before departure from Hongkong.
Silk and Yarnables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed by Bombay by the R.M.S. "HIMALAYA" due in London on the 8th August, 1909.
Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
For further particulars, apply to
E. HEWETT, Superintendent.
Hongkong, 13th June, 1909. [1]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1 From Green Island to the Harbour Master's.		2 From Harbour Master's to Blake Pier.		3 From Blake Pier to Naval Yard.		4 From Naval Yard to East Point.	
DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED	
LONDON &c, via USUAL PORTS OF CALL.	DEVANHA	Brit. str.	—	W. Hayward, R.M.S.	P. & O. S. N. Co.	On 26th inst., at Noon.	
LONDON & ANTWERP via SINGAPORE, &c.	NAMUR	Brit. str.	—	H. W. Kenrick, R.M.S.	P. & O. S. N. Co.	About 30th inst.	
LONDON & ANTWERP	SKOURA	Brit. str.	—	Hayes	JARDINE, MATHESON & Co., LD.	About 20th July.	
ROTTERDAM & HAMBURG, via STRAITS, &c.	ISTRIA	Ger. str.	k. w.	Brehmer	HAMBURG-AMERIKA LINIE	On 20th July.	
ANTWERP, ROTTERDAM & HAMBURG, &c.	SITHONIA	Ger. str.	k. w.	Jäger	HAMBURG-AMERIKA LINIE	On 1st July.	
HAYRE & HAMBURG via STRAITS, &c.	BRASILIA	Swed. str.	k. w.		HAMBURG-AMERIKA LINIE	On 22nd July.	
HAYRE, BREMEN & HAMBURG, &c.	SLANDIA	Ger. str.	k. w.		HAMBURG-AMERIKA LINIE	Middle of July.	
MARSEILLES, HAYRE & HAMBURG, &c.	SILVIA	Ger. str.	k. w.		HAMBURG-AMERIKA LINIE	On 2nd July.	
MARSEILLES, &c, via PORTS OF CALL.	TOURANE	Fr. str.	—	Lancelotti	MESSAGERIES MARITIMES	To-morrow.	
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	BIGO MARU	Jap. str.	—	A. Christiansen	NIPPON YUSEN KAISHA	On 6th July, at 1 P.M.	
MARSEILLES, LONDON & ANTWERP	CARDIGANSHIRE	Brit. str.	—	W. O. Tjorvis	JARDINE, MATHESON & Co., LD.	On 7th July, at D'light.	
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	KAWACHI MARU	Jap. str.	—	H. Petersen	NIPPON YUSEN KAISHA	On 21st July, at D'light.	
GENOA, MARSEILLES, LONDON & ANTWERP, &c.	HIBANO MARU	Jap. str.	—	Wm. Fraser	NIPPON YUSEN KAISHA	About 30th inst.	
CALLAO, IQUIQUE, &c, via JAPAN PORTS, &c.	MANSHU MARU	Jap. str.	—		TOYO KISEN KAISHA	On 1st July, at Noon.	
WAFLES, GENOA, ALGIERS, GIBRALTAR, &c.	P. R. LUTPOLD	Ger. str.	—	H. Kirchner	MELCHERS & Co.	On 30th inst., at 10 A.M.	
TRIESTE, &c, via SINGAPORE, &c.	E. F. FERDINAND	Aut. str.	—	Nitsche	SANDER, WIELER & Co.	On 26th inst., P.M.	
BOSTON & NEW YORK via PORTS & SUEZ CANAL	C. PATRICK	Brit. str.	2 m.		DODWELL & Co., LTD.	About 19th July.	
VANCOUVER via SHANGHAI JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	1 m.		CANADIAN PACIFIC R. Co.	On 3rd July, at 6 P.M.	
VANCOUVER via SHANGHAI JAPAN, &c.	MONTEAGLE	Brit. str.	1 m.		CANADIAN PACIFIC R. Co.	On 14th July, at Noon.	
TACOMA via KEELUNG, SHANGHAI JAPAN, &c.	TACOMA MARU	Jap. str.	—	Yamamoto	OSAKA SHOSHEN KAISHA	On 3rd July.	
VICTORIA, B.C., & TACOMA via JAPAN.	OCEANO	Brit. str.	—	F. W. Davis	DODWELL & Co., LTD.	On 1st July.	
VICTORIA, B.C., & SEATTLE via KEELUNG, &c.	TANGO MARU	Jap. str.	—	S. Ishikawa	NIPPON YUSEN KAISHA	On 6th July, at 4 P.M.	
VICTORIA, B.C., & SEATTLE via KEELUNG, &c.	AKI MARU	Jap. str.	—	K. Sato	NIPPON YUSEN KAISHA	On 20th July, at 4 P.M.	
AUSTRALIAN PORTS via TIMOR, PORT DARWIN, &c.	PRINZ SIGISMUND	Ger. str.	—	D. Lenz	MELCHERS & Co.	On 16th July, at 10 A.M.	
AUSTRALIAN PORTS via MANILA	EMPIRE	Brit. str.	—	P. T. Helms	GIBB, LIVINGSTON & Co.	To-day, at 10 A.M.	
AUSTRALIAN PORTS via MANILA	KUMANO MARU	Jap. str.	—	N. Matheson	NIPPON YUSEN KAISHA	On 9th July, at Noon.	
AUSTRALIAN PORTS via MANILA	TAIWAN MARU	Jap. str.	1 m.	L. Dawson	BUTTERFIELD & SWIRE	On 18th July, at 4 P.M.	
AUSTRALIAN PORTS via MANILA	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 6th Aug., at Noon.	
YOKOHAMA and KOBE	PRINZ SIGISMUND	Ger. str.	—	D. Lenz	MELCHERS & Co.	About 26th inst.	
KOBE & YOKOHAMA	AWA MARU	Jap. str.	—	A. Keith	NIPPON YUSEN KAISHA	To-morrow, at 5 P.M.	
KOBE & MOJI	FAUSANG	Brit. str.	—	H. E. Maklin	JARDINE, MATHESON & Co., LD.	On 27th inst., at D'light.	
NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 7th July, at Noon.	
NAGASAKI, MOJI, KOBE & YOKOHAMA	ATSUTA MARU	Jap. str.	—	Wm. Thompson	NIPPON YUSEN KAISHA	On 30th July, at 5 P.M.	
WEIHAIWEI, CHEFOO & TIENTSIN	HUIKOW	Brit. str.	1 m.	E. Forsyth	BUTTERFIELD & SWIRE	On 28th inst., at 4 P.M.	
JAPAN	TIKINI	Dut. str.	—	H. Koops	JAVA-CHINA JAPAN LINE	Quick despatch.	
TIENTSIN via WEIHAIWEI & CHEFOO	CHONGSHING	Brit. str.	—	V. McClymont-Liddell	JARDINE, MATHESON & Co., LD.	To-morrow, at Noon.	
SHANGHAI, YOKOHAMA & KOBE	SIAM	Dut. str.	—	Owen Jones, R.M.S.	MELCHERS & Co.	Middle of June.	
SHANGHAI	ASHAY	Brit. str.	—	F. Wheeler	P. & O. S. N. Co.	To-day, at 6 P.M.	
SHANGHAI	YINGCHOW	Brit. str.	1 m.		BUTTERFIELD & SWIRE	To-day, at 4 P.M.	
SHANGHAI	KWONGSANG	Brit. str.	—		JARDINE, MATHESON & Co., LD.	To-morrow, at Noon.	
SHANGHAI	CHENAN	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 27th inst., at D'light.	
SHANGHAI	ANBU	Brit. str.	—		BUTTERFIELD & SWIRE	On 1st July, at 4 P.M.	
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	KLEIST	Ger. str.	1 m.	Rud. Meyer	MELCHERS & Co.	About 1st July.	
SHANGHAI, YOKOHAMA & KOBE	SLAVONIA	Ger. str.	k. w.	Peter	HAMBURG-AMERIKA LINIE	On 2nd July.	
SHANGHAI, MOJI, KOBE & YOKOHAMA	SARDINIA	Brit. str.	—	C. C. Talbot, R.M.S.	P. & O. S. N. Co.	About 2nd July.	
SHANGHAI, YOKOHAMA, KOBE & MOJI	NAMANG	Brit. str.	—	M. H. Lake	JARDINE, MATHESON & Co., LD.	On 3rd July, at Noon.	
SHANGHAI	LIHAN	Brit. str.	1 m.	Williams	BUTTERFIELD & SWIRE	On 4th July, at D'light.	
SHANGHAI, & KOBE	TOYOMI MARU	Jap. str.	—	B. Smith	NIPPON YUSEN KAISHA	On 4th July.	
SHANGHAI, KOBE & YOKOHAMA	CALEDONIAN	Fr. str.	—	Brano	MESSAGERIES MARITIMES	On 5th July, P.M.	
SHANGHAI, YOKOHAMA & KOBE	C. FERN. LAZAR	Dut. str.	k. w.	Wagner	HAMBURG-AMERIKA LINIE	On 10th July.	
SWATOW	TIPANAN	Dut. str.	2 h.	J. W. Evans	JAVA-CHINA JAPAN LINE	Quick despatch.	
SWATOW, AMOY, ANPING & TAKAO	HAINAN	Brit. str.	—	K. Sugi	DOUGLAS LAFFRAIE & Co.	To-day, at 1 P.M.	
SWATOW, AMOY & FOOCHOW	SODU MARU	Jap. str.	—	J. S. Bosch	OSAKA SHOSHEN KAISHA	To-morrow, at 2 P.M.	
SWATOW, AMOY & TAMSUI	HAITAN	Jap. str.	2 h.	Y. Kaburaki	OSAKA SHOSHEN KAISHA	On 29th inst., at 10 A.M.	
SWATOW, AMOY & FOOCHOW	HAITAN	Jap. str.	2 h.	Hodgins	DOUGLAS LAFFRAIE & Co.	On 28th inst., at 2 P.M.	
SWATOW, AMOY, FOOCHOW & SHANGHAI	BUYUN MARU	Jap. str.	—	Y. Fuseno	OSAKA SHOSHEN KAISHA	On 1st July, at 10 A.M.	
MANILA	LOONGHANG	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & Co., LD.	To-morrow, at 4 P.M.	
MANILA	RUBI	Brit. str.	—	E. W. Almond	SHENAN, TOMES & Co.	On 28th inst., at Noon.	
MANILA	TAMING	Brit. str.	1 m.	A. Somerville	BUTTERFIELD & SWIRE	On 29th inst., at 3 P.M.	
MANILA	TOWNSHIP	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co., LD.	On 2nd July, at 4 P.M.	
MANILA	KALAO	Brit. str.	—	E. Rolfe	SERVAN TOMES & Co.	On 2nd July, at Noon.	
CEBU & HOLO	TEAN	Brit. str.	1 m.	A. W. Dunsford	BUTTERFIELD & SWIRE	On 6th July, at 3 P.M.	
KUDAT & SANDAKAN	BUNGKANG	Brit. str.	—	G. H. Penfather	BUTTERFIELD & SWIRE	On 5th inst., at 4 P.M.	
BOMBAY via SINGAPORE & PENANG	BORNEO	Ger. str.	—	F. Semblil	MELCHERS & Co.	Beginning of July.	
SINGAPORE, PUNANG & CALCUTTA	TAKASAKI MARU	Jap. str.	—	A. Mocker	NIPPON YUSEN KAISHA	On 29th inst.	
SAMARANG & SOUBABAYA	FOOKSANG	Brit. str.	—	J. Robinson	JARDINE, MATHESON & Co., LD.	On 6th July, at 3 P.M.	
BATAVIA, CHERIBON, SAMARANG, &c.	SHANTUNG	Brit. str.	—	P. J. van Emmerick	BUTTERFIELD & SWIRE	On 28th inst., at 4 P.M.	
	TIJANAP	Dut. str.	—		JAVA-CHINA JAPAN LINE	Quick despatch.	

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
YOKOHAMA & KOBE	"PRINZ SIGISMUND" Capt. D. Lenz	About Saturday 26th June.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"PRINZ REGENT LUITPOLD" Capt. H. Kirchner	Wednesday, 30th June, at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"KLEIST" Capt. Rud. Meyer	About Thursday, 1st July.
KUDAT & SANDAKAN	"BORNEO" Capt. F. Semblil	Beginning of July.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" Capt. D. Lenz	Friday, 16th July, at 10 A.M.

For further Particulars, apply to
NORDDEUTSCHER LLOYD, MELOCHERS & Co., GENERAL AGENTS HONGKONG & CHINA.
Hongkong, 21st June, 1909.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., SEATTLE & TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
OCEANO	4,657	F. W. Davis	On 1st July.
KUMERIC	6,232	J. Matthe	On 29th July.
AYMERIC	4,363	J. Boyd	On 26th August.
SUVERIC	6,232	S. Shotton	On 23rd September.

* These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to
DODWELL & CO., LIMITED, GENERAL AGENTS.
Queen's Buildings.
Hongkong, 18th June, 1909.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"CALEDONIAN" Capt. Bruno	On 5th July, P.M.
MARSEILLES via PORTS	"TOURANE" Capt. Lancelotti	On 6th July, 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"ERNEST SIMONS" Capt. Girard	On 19th July, P.M.
MARSEILLES, via PORTS	"ARMAND BEHIC" Capt. Lafont	On 20th July, 1 P.M.

Transshipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levante, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles. For Further Particulars, apply to—

P. DE CHAMPMORIN, AGENT, Queen's Building.
Hongkong, 23rd June, 1909.

CANADIAN PACIFIC RAILWAY CO'S

ROYAL MAIL STEAMSHIP LINE.

"EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From Quebec.
"EMPERESS OF CHINA" SAT., 3rd July.	"EMPERESS OF IRELAND" FRI., 30th July.
"MONTEAGLE" WED., 14th July.	"ALLAN LINER" FRI., 20th Aug.
"EMPERESS OF INDIA" SAT., 24th July.	"EMPERESS OF BRITAIN" FRI., 10th Sept.
"EMPERESS OF JAPAN" SAT., 14th Aug.	"ALLAN LINER" FRI., 1st Oct.
"EMPERESS OF CHINA" SAT., 4th Sept.	

Steamships leave HONGKONG at 6 P.M. at 12 NOON.
"Empress"
"Monteagle"

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's NEW PALATIAL "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.
Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10
Intermediate on Steamers £43
and 1st Class Railway £45.
First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific Direct Line.
R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.
SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.
For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya, opposite Blake Pier.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge of the Vessel will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 24th inst., will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their goods from alongside, such cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DAVID SASSOON & Co., LTD., Agents.
Hongkong, 22nd June, 1909. [879]

S.S. "ARMAND BEHIC,"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Charante" from Havre ex s.s. "Villie de Lille" in connection with above Steamer are hereby informed that their goods with the exception of Treasures are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong-Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after MONDAY, the 28th June, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 28th June, or they will not be recognized.
All damaged packages will be examined on MONDAY, the 28th June, at 3 P.M.
No Fire Insurance has been effected.

SEVENTH DAY.

An important agreement has been concluded between several of the leading lines of steamers operating in the Pacific and the North Atlantic for the purpose of conveying cargo to and from Europe by way of the Isthmus of Tehuantepec, Mexico, across which a railway was some time ago opened. This new route promises, indeed, to be a formidable competitor of the Panama Canal, notwithstanding the fact that transhipment will be necessary. The railway is less than 200 miles in length, and splendid facilities for the rapid despatch of steamers at Salina Cruz, on the Pacific side, and Puerto Mexico, on the Atlantic, have been completed. In the Pacific the new shipping "combine" includes the Kermes and American-Hawaiian lines from Puget Sound, and the Canadian-Mexican Steamship Company from British Columbia; while the lines forming the West India Conference, including the Hamburg-American, Royal Mail Steam Packet, Leyland, Harrison, and French Transatlantic Companies, will operate in the Atlantic and convey cargo along the Mexican and North American coast, as well as to European ports from Bilbao as far north as Hamburg. It is estimated that the passage from Seattle and San Francisco to Europe will be done in six weeks (saving over 5,000 miles as compared with the Cape Horn route), which for fast transportation compares with that via the United States railways and then by steamer across the North Atlantic, while the rate on all classes of goods will be considerably less. Despatchments are also about to take place in another direction. With a view of saving the expense of passing through the Suez Canal, one of the principal Japanese steamship companies intends to utilise the Tehuantepec route for its services—a course which will also avoid the long journey round India and through the Mediterranean, and thus establish a rapid connection with North American Atlantic and European ports. The possibilities of shipping Canadian grain from Vancouver via the same route are not being ignored.

man here, and he said "No one will give you a partnership after I have finished with you." He told me I had admitted taking office money. I told him I had not, and he said no one would believe my word against his. I then left his room.

Where did you get that money?—From home.
Did you receive other moneys from home?
es. I received £100; £60, £70, and £40—£270
all.

You were to be on a 1/11 basis, although the exchange was considerably higher?—Yes. It was considerably lower when I came out here, though.

As to this interview of 26th March, I think we are practically agreed as to what was said at

**NOW FREE—HAS HIGH
PRAISE FOR CUTICURA**

"I am very glad to tell of the skin trouble I suffered from for quite six months. I went to a barber's and all through a dirty razor or brush which I have since had examined and found to have been the cause. I had a customer who was suffering from skin disease, I caught ringworm. It covered my neck and chin and no sooner did I get it than it appeared on my face and went out again in another place worse than ever. I was beginning to utterly despair of a cure and I greatly feared it would be permanent. I had been told on my skin. All my doctor's ointment seemed useless as it made little or no impression on the disease. At last I got a bottle of Cuticura. I used the Cuticura Ointment. I daily used these for about two months and I noticed a very marked improvement in the disease. The itching and burning gradually went in color and the skin had a much more healthy appearance. And now, after six months, I may say I am cured. I still use Cuticura for my face and also Cuticura Ointment in very small quantities. I shall always recommend it to all my friends and any friend needing a skin cure and also to all who sometimes doubt a great many so-called skin-cures! I call Cuticura very genuine and genuine medicine."—J. W. Foxon (St. John's Coll., Camb., Eng.), Dr. Watson's St., Brighton, England, Sept. 19, 1908."

BABIES CURED
Of Torturing, Disfiguring
Humours by Cuticura.

The suffering which Cuticura Soap and Cuticura Ointment have alleviated among skin-tortured, disfigured infants and children, and the comfort they have afforded worn-out and worried parents have led to their adoption in countless homes as a priceless treatment for all kinds of skin diseases.

Cuticura Remedy, sold wherever the British Flag Soap. Depot: London, 27, Chatterhouse Quay, Paris, 6, Rue de la Paix; Australia, R. Towns & Co., Sydney; New Zealand, J. & J. P. & Co., Auckland; S. A. M. Ltd., Cape Town, etc.; U. S. A., Potter-Pond & Chem. Corp., Solon, Ohio, Boston.

For further information from London depot, liberal sample of Cuticura, with 22-page book on skin diseases.

5—19

Hastings charged you with having taken certain articles, said he had proof of it, and you denied it?—He is so.

And you agree that Mr. Hastings gives a correct account of that first part of the interview?—Quite.

He called you back, and I put it to you he said this, "I have no wish to prosecute you, but I don't see how I can possibly keep you in my office after what has occurred?"—He said, "I don't want to ruin you, but if you don't go away or resign I shall prosecute you."

Mr. Hastings says you stated that you admitted taking money, but they were only small sums, and there were only a few occasions when you did it?—I don't remember said that.

Do you think that that is a bona fide mistake or an invention?—I think it is an invention.

So that Mr. Hastings' evidence is really a mixture of truth and lies?—That is so.

You also agree that he suggested that you should go to Japan?—He did, and Shanghai.

Did you tell him that the only things you had received from clients were presents?—I did.

Why did you not put that in your affidavit?—I can substantiate everything in it. It is a matter more complete affidavit than Mr. Hastings'.

Why did you not put this matter of receiving presents in your affidavit of June 10th?—I did not think it was necessary.

What?—I did not think it was necessary. I was acting under advice.

Bearing in mind your answer of a few minutes ago, that Mr. Hastings had misconstrued these words of yours about presents, didn't you think that it was of vital importance that it should be in your affidavit?—No, I did not.

The Chief Justice—I don't know in what manner this affidavit was put in, or why it was put in.

Mr. Potter.—It was put in in this case.

The Chief Justice.—Has it been referred to before?

Mr. Potter.—No.

The Chief Justice.—For what purpose was it put in?

Mr. Potter.—When we put in an affidavit in support of the motion that Mr. Dixon should be struck off the rolls he replied with this affidavit. (To witness).—I want to know again, Mr. Dixon, why did you not mention this matter about presents?—You know it is a measure it is a defence?—It was not considered necessary to put it in at that time. These affidavits were only to make a *prima facie* defence. We are not bound to disclose all our cards in that affidavit. I made a note of it two days after the interview with Mr. Hastings.

Is any rate you did not think it of sufficient importance to put it in your affidavit?—We did not think at that stage of the case that it was necessary to put more in the affidavit than is in it.

But you agree it is a very important fact?—I may as well report that ultimately.

You admit, Mr. Dixon, that you have taken presents from clients?—When the transactions were completed, never during the progress of a case.

What form did these presents take?—I have had articles of jewellery and on a few occasions I have had money for the purpose of buying something. I had two blackwood chairs once.

Was this with the knowledge of your employers?—When I have presents?

Yes.—I received last Christmas a silver cigarette box which I showed to Mr. John Hastings.

Then it was without their knowledge?—No, with their knowledge.

When you received the money were your employers aware of it?—I don't know. I think that I received a present of money last summer and Mr. George Hastings was aware of it, or I think he was.

The Chief Justice.—You say you received money to buy something. Did you invest the money in buying articles?—Well, possibly not, my Lord.

Mr. Potter.—Can you tell what the amounts were?—I received £100 on two occasions and \$50 on two occasions. That is practically all I have received in money.

Can you suggest why Mr. Hastings should write this private letter to his brother?—It was part of the scheme for getting rid of me.

Continued on page 5.)

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PARS CODES: A.B.C. 6th Ed-Lieber's.

P.O. Box, 55. Telephone No. 12.

NEW ADVERTISEMENTS

"SHIRE" LINE OF STEAMERS, LTD.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship

"CARDIGANSHIRE,"
Capt. W. O. Tyne, will be despatched as above on or about the 24th July.

For Freight apply to
JARDINE, MATHESON, & Co., Ltd.,
Agents.
Hongkong, 24th June, 1909. [884]

"SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON AND ANTWERP.

THE Steamship

"SEGURA,"
Captain Hayes, will be despatched as above on or about the 24th July.

The attention of passengers is drawn to the excellent accommodation provided by this vessel at cheap rates. She is specially adapted for service in the tropics, being fitted with refrigerating machinery, and Electric Fans in State-rooms. Doctor and stewards are carried. Fare to London £35.

For Freight, or Passage, apply to—
JARDINE, MATHESON & Co., Ltd.,
Agents.
Hongkong, 24th June, 1909. [885]

GILES'S CHINESE AND ENGLISH DICTIONARY

New Edition
Enlarged to 1,800 Pages.
THOROUGHLY REVISED.

Fascicule 1. (296 pages) will be ready for delivery in July.

Price to Subscribers £5.50, payable on delivery of Fascicule 1.

Prospectus and Specimen pages upon application.

KELLY & WALSH, Ltd.
[863]

VICTORIA RECREATION CLUB.

NOTICE.

THE ANNUAL GENERAL MEETING
of Members will be held in the GYMNASIUM on MONDAY, the 29th June, at 5.30 p.m., for the purpose of considering and passing the Annual Report and Statement of Accounts for 1908.

FRANK LAMBERT,
Hon. Secretary.
Hongkong, 21st June, 1909. [867]

IN THE SUPREME COURT OF HONGKONG.

IN BANKRUPTCY.

ACTION No. 27 of 1909.

RE TSANG KING of No. 1, Praya Kennedy Town, Victoria, Hongkong, Contractor.

NOTICE IS HEREBY GIVEN that an application has been made to the Court by the above-named Debtor (TSANG KING) to rescind the Receiving Order dated the 12th day of November, 1908, made against him in the above matter on the ground that he said TSANG KING has entered into an arrangement with his creditors and the Court has ordered that notice of such application shall be advertised and that any creditor who is not at this date a party to such arrangement and who has any objection to the said Receiving Order being rescinded shall furnish particulars of his objection to the Official Receiver within 15 days from this Date after which date if no objections are received the said Receiving Order will be rescinded without further notice.

Dated the 10th day of June, 1909.

G. H. WAKEMAN,
[845] Official Receiver.

NOTICE.

THE Undersigned are instructed to reinvest \$150,000 on Local Mortgages: Full Particulars of Securities offered should be submitted to—

DENNYS & BOWLEY,
Solicitors.
Supreme Court House,
Hongkong, 15th June, 1909. [854]

SUTTON'S SEEDS
Special Selected Collections
for this Climate.

VEGETABLES AND FLOWERS
(1) AIR-TIGHT CASES.

To be obtained from
CHINA EXPRESS CO.,
Telephone 668.
3, Duddell Street. [50]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

R. K. HAXTON, Manager.
Hongkong 1st April, 1908. [48]

DON'T DELAY CALLING!

JUST UNPACKED, a New Stock of the Latest FASHIONABLE GOODS.

Finest Dress Nets, Plain and Striped, White, Cream and Black.

Latest NOVELTIES in GLOVES: Plain and Lace, Short and Long, Suede and Best Lisle, White, Cream, Black, Grey and Tan Assorted Shades.

HOOSAIN-ALI & Co.,
14, Queen's Road, Central.
Hongkong, 22nd June, 1909. [41]

INTIMATION

TENDERS FOR REVENUE FARMS.

TENDERS are invited for the Lease of Revenue Farms in the State of North Borneo from the 1st January, 1910, as set out hereunder.

REVENUE FARMS IN THE STATE OF NORTH BORNEO.

1. In making arrangements for the leasing of the Farms for the next Farm period of 1910, 1911 and 1912, the Government reserves to itself the right of reserving the Farms (as provided in Schedule A appended) in any person, by public or private sale as may be thought fit.

Subject to the above reservation it is hereby notified that tenders will be received at the Office of the Secretary to the Governor, Sandakan, up to 12 o'clock noon, on the 1st day of October, 1909, for the purchase of the exclusive privileges of the Farms described below for a period of one, two or three years commencing on the 1st January, 1910.

2. Any person either for himself alone or for himself and others, may, either in person or by agent duly accredited in writing, on any date prior to the said noon of the 1st October next, submit to the said Secretary at Sandakan, any tender he may think fit for all or any of the Farms, provided such tender is in conformity with the terms of tendering hereinafter set out and fulfils all the conditions required of the tender.

All tenders so made will (except at the express wish of the tenders to the contrary) be received and treated by the Government as strictly confidential.

On receiving any such tender, Government reserves to itself the right of deciding whether it shall be considered or not.

If Government decides not to consider the tender, it will be returned to the tenderer under sealed cover.

All tenders accepted for consideration by Government will be, in the first instance, retained by Government for further consideration with the tenders handed in on 1st October, 1909, which will be opened at noon on that date, after which the successful tenderer will be selected.

3. The Farms, above referred to, are:—

(a) BRITISH NORTH BORNEO—OPIMUM, SPIRIT, GAMBLING AND PAPERWORKING, as follows:—

(i) in one concession for the whole State.

(ii) in one concession for any of the following Districts of the State, the limits named including the interior territory watered by the rivers within the limits given respectively:—

(1) SANDAKAN DISTRICT—this Territory bounded on the one side by the true right watershed of the Kinabatangan River and on the other by the true left watershed of the Paitan River.

(2) KUDAT DISTRICT—this Territory bounded on the one side by the true left watershed of the Paitan River and on the other by the true right watershed of the Pindasan River.

(3) WEST COAST DISTRICT—this Territory bounded on the one side by the true right watershed of the Pindasan River and on the other by the Northern Boundary of Province Clarke.

(4) EAST COAST DISTRICT—this Territory bounded on the one side by the true right watershed of the Kinabatangan River and on the other by the true left watershed of the Paitan River.

(5) PROVINCE CLARKE—being the Territory between Batu-Batu and the Lawas Northern watershed.

4. The attention of those desiring of tendering is drawn to the following terms:—

(a) The tenderer must state in his tender the annual sum offered for the Farm rent for the three years 1910, 1911 and 1912; a different sum may be offered for the first, second and third years respectively. The tenderer must also state the proportion of the amount of the Rent to be allotted to each separate Farm.

(b) The Government does not bind itself to accept the highest or any tender, and reserves to itself the right of making any arrangements it may deem advisable as regards the letting of the Farms.

(c) Each tenderer should specify in full, in English, and in the vernacular language of the tenderer, the names, residences and occupations of the persons tendering, and similar information regarding any security or any partner that the tenderer wishes to propose.

(d) The successful tenderer will be called upon to enter a contract under the provisions of the Proclamations named in Schedule A appended.

(e) Copies of the Forms of Contracts for the Farms may be seen on application at the Office of the said SECRETARY, at Sandakan, or of Messrs. GIBB, LIVINGSTON & Co., at Hongkong.

(f) The successful tenderer will be required to deposit with the Finance Commissioner, Sandakan, Security to the value of three months' Farm rent by means of a deposit of money to the amount of one month's Farm rent, and of title deeds to the amount of two months' Farm rent.

(g) The retail rates for Chandu fixed by Government for the Opium Farm for 1910, 1911 and 1912 are those specified below:—

Per tahil:—

chi \$ 2.40

5 shun packet 00.30

4 " " " 00.15

3 " " " 00.12

2 " " " 00.09

1 " " " 00.06

(h) The Opium Farmer is responsible for seeing that Chandu is not sold by retail at the Opium Farm or at the Opium shops at prices higher than those fixed by Government and as named above (g).

(i) The Opium and Spirit Farmers may fix their own prices for supplying the Opium and Spirit Farm Shops wholesale with Chandu and Spirits.

(j) During the continuance of the Farm period, the Opium and Spirit Farmers will be entitled to the use of a Trade-mark (to be approved by Government) to be affixed to any Opium or Chandu prepared by them, and to any vessel containing Spirits for sale.

(k) As soon as the new Farmers have been appointed by the Governor, they will be required to submit in writing to the Secretary to the Governor a Schedule showing full particulars of the Title Deeds they purpose to deposit with the Government as security for the said two months' Farm rent. If these are considered satisfactory, the new Farmers will be required to execute a mortgage of the property to the Government as provided for by law.

(l) The Farmer for the West Coast may be required to fence certain Farm buildings at Jesselton.

The following Proclamations govern the conduct of the Farms in B. N. Borneo viz:—

SCHEDULE A.
The Opium Proclamation No. 16 of 1901 as amended by No. 7 of 1904.

The Liquors Proclamation No. 17 of 1901.

The P. N. B. Proclamation No. 14 of 1902, as amended by No. 1 of 1903, and No. 3 of 1905.

The Gambling Proclamation No. 8 of 1891.

Hongkong, 3rd May, 1909. [696]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions from A. L. STEIN, Esq., to Sell by Public Auction, On MONDAY, the 28th June, 1909, at 2 P.M., within his Residence, No. 1, The Albany, THE WHOLE OF HIS VALUABLE

HOUSEHOLD FURNITURE, Comprising:—

SILK TAPESTRY DRAWING ROOM SUITE, DOUBLE BRASS-MOUNTED BED STEADS WITH MATTRESSES, MARBLE-TOP BUREAUX, SINGLE and DOUBLE WARDROBES WITH BEVELLED GLASS, TEAKWOOD HATSTAND WITH BEVELLED GLASS, DINING ROOM SUITE by Messrs. Wm. Powell & Co., Ltd., BLACKWOOD-BESKS, VELVET-PILÉ CARPETS and RUGS, OIL PAINTINGS and ENGRAVINGS, OLD CHINESE VASES and WALL PLATES, JARDINIERES STANDS, &c., &c., BATH ROOM, PANTRY and KITCHEN REQUISITES, and a quantity of HOUSEHOLD LINEN;

Also One Upright Iron GRAND PIANO by Robinson Piano Co., One GRAMOPHONE with Records, AND A Unique Assortment of OLD WEAPONS. Catalogues will be issued.

Electric Fans will be used during Sale. On View from SATURDAY, 28th June. Terms:—As Usual.

HUGHES & HOUGH, Auctioneers.
Hongkong, 19th June, 1909. [864]

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, 28th day of June, 1909, at 3 P.M., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His EXCELLENCY THE GOVERNOR, of One Lot of CROWN LAND at Tai-Hang, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His MAJESTY THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

Consisting of:—

TWO 125 Kilowatt STEAM ALTERNATOR SETS; Output, 60 Amperes at 2100 Volts. The Sets comprise Vertical Compound Medium speed Engines, 205 revolutions per minute, by Messrs. HOBBS & Co., direct coupled to Alternators by Messrs. JOHNSON and PHILLIPS, complete with Exciters, &c.

Also ONE HORIZONTAL COMPOUND JET CONDENSING STEAM ENGINE 100 Horse power by Messrs. BROWN and LINDLEY For full particulars apply HONGKONG ELECTRIC CO., Ltd., St. George's Buildings, Hongkong, 23rd April, 1909. [881]

FOR SALE.

ELECTRIC PLANT

Consisting of:—

TWO 125 Kilowatt STEAM ALTERNATOR SETS; Output, 60 Amperes at 2100 Volts. The Sets comprise Vertical Compound Medium speed Engines, 205 revolutions per minute, by Messrs. HOBBS & Co., direct coupled to Alternators by Messrs. JOHNSON and PHILLIPS, complete with Exciters, &c.

Also ONE HORIZONTAL COMPOUND JET CONDENSING STEAM ENGINE 100 Horse power by Messrs. BROWN and LINDLEY For full particulars apply HONGKONG ELECTRIC CO., Ltd., St. George's Buildings, Hongkong, 23rd April, 1909. [881]

THE

DAIRY FARM CO., LTD.

OUR SPECIALITIES.

"HONEYBUCKLE" HAM - 60 CTS.

"HONEYBUCKLE" BACON - 60 "

"HONEYBUCKLE" BUTTER - \$1.

per lb. [563]

SINGON & CO.

IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchandlers. Nos. 35 & 37, HING LOONG STREET, (2nd Street, west of Central Market) Telephone No. 515. [883]

TO LET

TO BE LET.

DESIRABLE GROUND FLOOR SHOP in CHATER ROAD, Hongkong.

Apply to— T. B. L., Care of "Daily Press" Office.
Hongkong, 11th May, 1909. [723]

TO LET.

NO. 6, OBSERVATORY VILLAS, Kowloon. Five-Roomed House; Electric Lights and Tennis Court.

"BRANDS BUNGALOW," Kowloon. A Small Garden attached. Moderate Rental. Apply to— ARATON V. APCAR & Co., 14, Des Voeux Road.
Hongkong, 3rd March, 1909. [399]

TO LET.

FIRST FLOOR and GODOWN, No. 6, Des Voeux Road, together or separately.

Apply to— PHIROZSHA B. PETIT & Co. Hongkong, 21st June, 1909. [869]

TO LET

TO LET.

KING'S BUILDINGS.

OFFICES facing the Harbour from about October at present in occupation of Messrs. JARDINE, MATHESON & Co., LTD.

Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 4th June, 1909. [818]

TO LET.

"STOWFORD" 12, Bonham Road, and 5 STEWART TERRACE, the Peak.

Apply to— A. B., Care of "Daily Press" Office.
[882]

TO LET.

GODOWNS Nos. 7, 8 and 10, and the Top Floor of No. 3, (Tang Lap Ting's Godowns East Point).

Immediate Possession. Rent exceptionally moderate.

Apply to— KAM FOOK, No. 107, Wellington Street, behind the Stag Hotel or Keeper of No. 6, Godown on the Spot.
Hongkong, 23rd May, 1909. [797]

TO LET.

NO. 1 and 3, MORRISON HILL. Also OFFICES at No. 2, PEDDER STREET.

Apply to— Messrs. JARDINE, MATHESON & Co., LTD.
Hongkong, 31st May, 1909. [807]

TO LET.

FIVE ROOMED HOUSES at Kowloon.

NEW and COMMODIOUS SHOPS Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 48, Yau-mat, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to— HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.
Hongkong, 1st June, 1909. [547]

TO LET.

GODOWNS, Nos. 95, 96 and 97, PRAYA EAST.

Apply to— CHATER & MODY, Victoria Buildings.
Hongkong, 1st February, 1909. [264]

TO LET.

A HOUSE in Wong Nei Cheong Road.

A HOUSE in HIPON TERRACE. OFFICES To Let, No. 2, Connaught Road, 3rd Floor.

No. 3, CLIFTON GARDENS, Connaught Road, No. 10, DES VOEUX ROAD CENTRAL, at floor.

OFFICES in YORK BUILDING. GODOWNS in PRAYA EAST, BLUE BUILDINGS and No. 16B, Des Voeux Road next to the HONGKONG HOTEL.

Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st June, 1909. [97]

TO LET.

NO. 1A, WYNDHAM STREET, suitable for SHOP and OFFICE, etc. lately occupied by WELLSMAN Ltd. for 1000 Rooms.

Apply to— YEE SANG FAT & Co., Opposite General Post Office.
Hongkong, 21st June, 1909. [871]

STORAGE.

FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT NO. 28, NORTH POINT, Suitable for above Purposes. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE. Portions of MARINE LOTS Nos. 31 & 35 on PRAYA EAST. Approximate AREA 43,000 SQUARE FEET. 999 YEARS' LEASE.

For Particulars, apply— GEO. FENWICK & Co., Ltd.
Hongkong, 8th June, 1909. [96]

TO LET.

GODOWN, No. 5A, DUDDELL STREET.

Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st June, 1909. [98]

TO LET.

NOS. 2 & 3, BEACONSFIELD ARCADE, facing the Parade Ground.

No. 1, ALBANY, from 1st July, 1909.

NEW FIVE ROOMED HOUSES in Shelley Street.

"HIBAL BREE" 31, Conduit Road. Furnished or Unfurnished Eight Roomed House, newly painted and done up. Billiard Room, 3 Bath Rooms, Drying Room, Store Room, Pantry and good servants quarters. Tennis Lawn, Electric Light and Bells.

THE EYRIE, No. 13, Peak. Unfurnished from 1st June, 1909.

C.M.S. PEAK BUNGALOW, furnished, Mount Kellett, from 1st October, 1909, to 30th June, 1910.

BEACONSFIELD ARCADE, Fine Shops, Offices and Dwelling Rooms.

DWELLING ROOMS and OFFICES in Queen's Road Central.

GODOWNS in Duddell Street.

HOUSES in BELLILLO TERRACE, ROBINSON ROAD, newly painted and color-washed, exceptionally cheap rentals.

FOR SALE.—TWO CRETS, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.

Apply to— LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings.
Hongkong, 23rd June, 1909. [100]

TO LET.

ROOMS suitable for Offices in No. 10, Ice House Street, in rear of David Sassoon & Co.'s premises.

Apply to— DAVID SASSOON & Co., LTD.
Hongkong, 1st May, 1909. [553]

BANKS

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL ... £1,500,000
SUBSCRIBED ... 1,125,000
PAID-UP ... 662,000
RESERVE FUND ... 250,000

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily balance.

ON FIXED DEPOSITS:
For 12 months ... 4 per cent.
For 6 " ... 3 1/2 per cent.
For 3 " ... 2 1/2 per cent.

EVAN ORMISTON, Manager.
Hongkong, 27th April, 1909. [23]

THE YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP ... Yen 24,000,000
RESERVE FUND ... 15,500,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES:
Tokyo, Kobe, Osaka, Nagasaki, London, Lyons, New York, San Francisco, Honolulu, Bombay, Shanghai, Hankow, Canton, Tientsin, Peking, Port Arthur, Nanchang, Dairen, Mukden, Tieling, Chang Chun.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits for 12 months 4 1/2 per annum
" " " 6 " 4 " "
" " " 3 " 3 1/2 " "

" " " TAKEO TAKAMICHI, Manager.
Hongkong, 2nd June, 1909. [454]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL ... £1,

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ASSAYE	6 P.M., 24th June	Freight and Passage.
LONDON VIA USUAL PORTS	DEVANHA	Noon, 25th June	See Special of Call.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO PORT	NAMUR	About 30th June	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	SARDINIA	About 2nd July	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 22nd June, 1909.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"YINGHOW"	On 24th June, 4 P.M.
SHANGHAI	"CHENAN"	On 27th June, 4 P.M.
WEIHAIWEI, CHEFOO and TIENTSIN	"HUICHOW"	On 28th June, 4 P.M.
MANILA	"TAMING"	On 29th June, 3 P.M.
SAMARANG and SOERABAYA	"SHANTUNG"	On 29th June, 4 P.M.
CEBU and ILOILO	"SUNGKIANG"	On 30th June, 4 P.M.
SHANGHAI	"ANHUI"	On 1st July, 4 P.M.
SHANGHAI	"LINAN"	On 4th July, 4 P.M.
MANILA	"TEAN"	On 6th July, 3 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK-TOWN, CALIENS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"TAIWAN"	On 19th July, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL".
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI", "CHENAN", "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.
FARE, INCLUDING WINES, \$45 SINGLE and \$80 RETURN.

TELEPHONE 36.

For Freight or Passage apply to—
Hongkong, 24th June, 1909BUTTERFIELD & SWIRE,
AGENTS.

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Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila	On 26th June, Noon.
ZAFIRO	2540	R. Rodger	Manila	On 3rd July, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,
GENERAL MANAGERS.

Hongkong, 14th June, 1909.

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAIMUN,"	SWATOW	THURSDAY, 24th June, at 1 P.M.
"HAIYAN,"	SWATOW, AMOY & FOOCHOW	FRIDAY, 25th June, at 2 P.M.
"HAIYAN,"	SWATOW, AMOY & FOOCHOW	TUESDAY, 29th June, at 2 P.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LIPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 24th June, 1909.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI	"KWONGSANG"	Friday, 25th June, Noon.
TIENTSIN via WEIHAIWEI & CHEFOO	"CHEONGSHING"	Friday, 25th June, Noon.
MANILA	"LOONGSANG"	Friday, 25th June, 4 P.M.
KOBE & MOJI	"FAUSANG"	Sunday, 27th June, 4 P.M.
MANILA	"YUENSANG"	Friday, 2nd July, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"NAMSANG"	Saturday, 3rd July, Noon.
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Tuesday, 6th July, 3 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a to stay 6 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

* Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang

Telephone No. 61.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

Hongkong, 24th June, 1909.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI

RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA and KOBE	"SIAM"	Middle of June.
SHANGHAI, YOKOHAMA and KOBE	"YEDDO"	5th July.
HAYRE, COPENHAGEN and ST. PETERSBURG	"SIAM"	Middle of July.

For Further Particulars apply to
Hongkong, 11th June, 1909.MELCHERS & CO.,
AGENTS.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	BINGO MARU Capt. A. Christensen	6500	WEDDAY, 7th July, at Daylight
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIDZU and YOKOHAMA	KAWACHI MARU Capt. H. Peterson	6500	WEDDAY, 21st July, at Daylight
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	TANGO MARU Capt. S. Ishikawa	8000	TUESDAY, 6th July, at 4 P.M.
KOBE and YOKOHAMA	AKI MARU Capt. K. Sato	7000	TUESDAY, 20th July, at 4 P.M.
BOMBAY via SINGAPORE, COLOMBO, SUEZ and PORT SAID	KUMANO MARU Capt. N. Matheson	6000	FRIDAY, 9th July, at Noon
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU Capt. T. Sekine	5000	FRIDAY, 9th Aug., at Noon
NAGASAKI, MOJI, KOBE and YOKOHAMA	AWA MARU Capt. A. Keith	6500	FRIDAY, 25th June, at 5 P.M.
SHANGHAI and KOBE	TAKASAKI MARU Capt. A. Mooker	5000	TUESDAY, 29th June, at Noon
	YAWATA MARU Capt. T. Sekine	5000	WEDDAY, 7th July, at Noon
	ATSUTA MARU Capt. Wm. Thompson	9000	FRIDAY, 30th July, at 5 P.M.
	TOTOMI MARU Capt. R. Smith	4000	SUNDAY, 4th July.

* Fitted with New System of Wireless Telegraphy.

† Cargo only.

EXTRA PASSENGER SERVICE NEW STEAMERS— EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON and ANTWERP via SINGAPORE, COLOMBO, SUEZ and PORT SAID.

THE Co.'s NEWLY BUILT 9000 TON PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

HIRANO MARU	(Capt. H. FRASER)	About Wed. 30th June
KAMO MARU	(Capt. F. L. SOMMER)	About Wed. 28th July.
MISHIMA MARU	(Capt. A. E. MOSES)	About Wed. 25th August.
ATSUTA MARU	(Capt. Wm. THOMPSON)	About Wed. 22nd Sept.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

CHEAPEST ROUND TRIPS

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 31st August, 1909.
SPECIAL EXCURSION (1st & 2nd CLASS) AVAILABLE FOR 4 MONTHS.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st CLASS	\$120	\$110	\$100	\$90
2nd	\$80	\$70	\$60	\$50

Option of rail between Calling Ports in Japan.

For further particulars apply to

T. KUSUMOTO,
MANAGER.

Hongkong, 8th June, 1909.

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAYRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, YOKOHAMA & KOBE:	FOR MARSEILLES, HAYRE & HAMBURG:
S.S. SLAVONIA 2nd July	S.S. SILVIA 25th June
S.S. C. FRED. LAEISZ ... 10th July	FOR ANTWERP, ROTTERDAM & HAMBURG:
S.S. ANDALUSIA 18th July	S.S. SITHONIA 1st July
S.S. SAKONIA 28th July	FOR HAYRE, BREMEN & HAMBURG:
S.S. DORMUND 10th Aug.	S.S. SCANDIA 2nd July
S.S. SPERIA 18th Aug.	FOR ROTTERDAM & HAMBURG:
S.S. JILYRIA 28th Aug.	S.S. ISTRIA 20th July
S.S. AMBRIA 31st Aug.	FOR HAYRE & HAMBURG:
	S.S. BRASILIA 22nd July

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 22nd June, 1909.

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

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16, DES VOUX ROAD,
HONGKONG.

759]

Japan Office:

14, WATER STREET,
YOKOHAMA.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
TACOMA VIA KEELUNG, SHANGHAI, MOJI, KOBE, SHIMIDZU and YOKOHAMA	"TACOMA MARU" Capt. Yamamoto	6,178	SATURDAY, 3rd July.
	"FITZPATRICK" Capt. Y. KAWABAKI	4,415	SATURDAY, 31st July.
	"SEATTLE MARU" Capt. Y. FUSENO	6,179	SATURDAY, 23rd August.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

Taking Cargo on through Bills of Lading to all Yangtze River and North China Ports, by the steamers to Shanghai.

FOR	STEAMERS	LEAVES.
SWATOW, AMOY, ANPING & TAKAO	"SOSHU MARU" Capt. K. SUGI	THURSDAY, 24th June, at 10 A.M.
SWATOW, AMOY & TAMSUI	"DAIJIN MARU" Capt. Y. KAWABAKI	TUESDAY, 29th June, at 10 A.M.
SWATOW, AMOY, FOOCHOW & SHANGHAI	"BUJUN MARU" Capt. Y. FUSENO	THURSDAY, 1st July, at 10 A.M.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

The Newly Built Steamers "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passengers, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA,
MANAGER.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (MEXICO).

S.S. MANSHU MARU	5000 tons gross	Sail July 1st, at Noon.
S.S. AMERICA MARU	5000 "	Aug. 30th, at Noon.
S.S. HONGKONG MARU	6000 "	Oct. 26th, at Noon.
S.S. MANSHU MARU	500 "	Dec. 19th, at Noon.

For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, Yokohama.

Hongkong, 5th May, 1909.

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VESSLS ON THE BERTH

HONGKONG-BOSTON-NEW YORK.



AMERICAN ASIATIC STEAMSHIP CO.

For BOSTON and NEW YORK via PORTS and SUEZ CANAL. (With Liberty to call at the Malabar Coast.)

S.S. "ST. PATRICK", About 13th July.

For Freight and further information apply to—
SHEWAN TOMES & Co.,
General Agents.

Hongkong, 3rd June, 1909.

[855]



MITSUI BISHI GOSHI KWAISHA.

(MITSUI BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS of TAKASIMA, OCHI, MUTABE, HOJO, NAMAZUTA, SAYO, SHINNEW and KAMIYAMADA, Collieries.

SOLE AGENTS FOR KISHIDAKE, MIYAO and KIGYO KOMATSU Coals.

HEAD OFFICE:—MARUNOUCHI, TOKYO.

BRANCH OFFICES:—NAGASAKI, MOJI, KARATSU, WAKAMATSU, KOBE, OSAKA, SHANGHAI, HONGKONG, HANKOW.

Cable addresses for above, "IWASAKI"

Codes, AI, ABO 5th Ed., Western Union

AGENCIES:—YOKOHAMA: M. ASADA, Esq. CHINKIANG: Messrs. GEARING & Co. MANILA: Messrs. MACONDRAY & Co.

For Particulars apply to

H. OISHI,
Manager.No. 2, Polder, Street, Hongkong.
Hongkong, 9th January, 1909.

[675]

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Grimault's Cigarettes render the respiration easier, cut short the paroxysms, and remove the feeling of tightness across the chest.
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AGENTS
SIEMSEN & CO.,
HONGKONG.

ON SALE.

A TABLE OF THE
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HONGKONG

For Demand Drafts on London on the day of or preceding the departure of the English Mail, also Table of the Yearly Approximate Averages for 34 years.

FROM 1874 to 1907.

